2: Sanders E-5 (no date) 1949 EEl Bulgaria EEl

Three or four lectures, dealing with topics related to the elevation of village life, are given each year by men from outside. Each government inspector from the various departments is required to visit the village once a year and some in the course of this visit take occasion to give an educational address to the people. I do not feel, however, that the peasants take a very vital interest in these talks unless they get into the realm of politics, always a fascinating subject.

From the 15th of May until August 1st soldiers in training are encamped in and about Dragalevtsy, but it is only occasionally that they mingle with the young people of the village. Every year, however, three or four village girls become engaged to soldiers and subsequently upon marriage move elsewhere.

The outside world is also represented by a few salesmen and speculators in land and cattle, these numbering about fifteen a week. They transact their business with the interested party, perhaps break bread with him, and then go on their way.

4. TELEPHONE, RADIO, LETTERS, PRINTED MATTER. There are two radios in the village, one belonging to the priest and the other standing in the window of the mayor's office to blare forth its music and messages to passersby in the main square. The first program I heard from the public radio was the aria, "My Heart at Thy Sweet Voice," from the opera *Samson and Delila* as played by an orchestra in Amsterdam, although music like this is soon turned off in preference to the folk-music periodically broadcast from the Sofia station.

There is one telephone in the village in the office adjacent to the mayor's. There is great pomp about the use of this instrument since one pays two cents and receives a receipt of payment from the telephone operator. Making a telephone call is a serious affair, so serious, in fact, that few peasants ever do so.

The post arrives around one o'clock each week-day afternoon, but there is little excitement attached to its coming, for not more than ten personal letters, usually for the intelligentsia, arrive daily for the whole village. A peasant family receives no more than one or two letters a year. Twenty newspapers and twenty magazines come each day for the 279 families. According to data furnished by 279 questionnaires, 21 families bought or received newspapers* to 257 who did not; and 7 families received magazines to 271 who did not. In both cases, 1 family failed to report.

* Of these, 13 families received a daily newspaper daily; 2 received a daily paper twice a week; 1, once a week; and 5 received a weekly paper regularly.

491 **55. Other Means of Communication.** The development of road construction is in no way less interesting. After the war of 1877/78 Bulgaria inherited from the Ottoman empire 3,727 km. of delapidated roads. She has to-day 33.000 km. of roads, completed or in process of completion, which makes a ninefold increase. Bulgaria had no regular automobile lines until 1920. Now she owns 18.000 km. of such lines or 16.4 km. per 100 sq. km. of territory, over which 10.000.000 passengers are carried annually. If we keep in mind, that the annual passenger traffic over the Bulgarian railroads is about 16.000.000 passenger, we would appreciate the significance of these authomobile lines for the country and the development that might be anticipated for the Bulgarian road system both in size and in quality. The advance estimate for 1970 is that Bulgaria may have 60.000 km. of roads which will probably be the point of saturation.

496 Bulgaria has to take long strides in the development of her communications system. Such effort would be beyond her possibilities in size and resources, but she can not afford to lag behind the general European standard. The student, prompted by good will in seeing and comprehending things according to their proper light, will not fail to realize the laudable endeavors and exertions of our poor, industrious and patient people. The railroads in Bulgaria are built and managed by the State and, consequently, their exploitation goes only to benefit the entire national economy. While financial soundness of the railways is not overlooked, the benefit that they will bring to the national economy is foremost in the mind of the legislator. Bulgaria owes her advancement and her reputation for such advancement to her railroads. The same scruples and views the Government has in regard to the exploitation of automobile roads also. Despite the fact that this exploitations is fostered at the present time on the basis of private concessions, the tendency for the state is to take over entirely their exploitation, because of the constantly growing public interest in them.

•205 As another mark of the advanced instruction and enlightenment of our people, we will take as a practical example the movement of mail for 1939 and compare it to the other neighbouring countries in the Balkan peninsula.

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States:	Population in millions	Private mail in thousands of letters	Letters per each inhabitant annually
Bulgaria	6.29	192,460	30.55
Greece	7.11	134,516	17.55
Romania	19.85	462,327	23.30
Yugoslavia	15.70	392,006	25.—

We should remember, with regard to the last two countries, the acquisition of the Austro-Hungarian territory in 1918 with a population much higher in culture than the culture of the native inhabitants. Bulgaria has one Post-Office for each group of 1930 persons, and Greece has one for each group of 4,000.

56. An Important Balkan Problem of Communications.[1]) Bulgaria is the bridge land between two important water routes: The Danube and the Aegean Sea. (Fig. 1 to 5). A huge traffic is liable to rise from the natural hinterland of the Aegean Sea, had this hinterland, extending north of the Danube as far as the Baltic Sea, had a natural outlet southwards to the Aegean. The whole mass of this traffic moves down to the south and stops at the Bulgarian-Greek frontier which, at one point, is only twenty one kilometers from the sea. The major railway starting at Roussé, the extension of which was planned when Bulgaria had dominion of the Aegean coast (1913 — 1918), runs through Stara-Zagora and stops at Momchilgrad at a distance of 64 kilometers from the sea after a course of 415 kilometers.

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The Rhodope mountains are divided in two parts and a small part is left on Greek territory. The other huge part, with a mountainous population, is separated from the sea coast and the planes of Western Thrace which were the markets of this population and the winter pasture of the numerous cattle and sheep. The Rhodope population were the artisans of this district: masons, tailors and even fishermen. The Inter-Allied Comission, which administered under Governor-General Charpy (1918 — 1920) Western Thrace, taken from Bulgaria, until its transfer by virtue of the Peace Treaty of Sèvres (August 10, 1920), established that the inhabitants of Aegean Thrace were pre-

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[1]) Cf. I. Boshkoff, Quelques Notes sur les Communications dans les Balkans. Sofia, 1945.

7A [See category 116, pp. 9, 10, 12, 13, 38 -- Analyst]